

### **IN THE SPECIFICATION:**

Please amend the first full paragraph on page 13 of the Specification as follows:

Inlet valves 20 [[. . .]] which can open and close the respective inlet valve openings 14A, 14B are slidably fitted in guide tubes 21 [[. . .]] provided in the cylinder head 11 with upper ends thereof being allowed to protrude from the guide tubes 21 [[. . .]] into a valve chamber 25 formed between the cylinder head 11 and a head cover 24 which is connected to the cylinder head 11, and the respective inlet valves 20 [[. . .]] are biased in a valve closing direction by valve springs 23 provided between retainers 22 [[. . .]] provided at the upper ends of the respective inlet valves 20 [[. . .]] and the cylinder head 11. In addition, exhaust valves 26 [[. . .]] which can open and close the respective exhaust valve openings 15A, 15B are slidably fitted in guide tubes 27 [[. . .]] provided in the cylinder head 11 with upper ends thereof being allowed to protrude from the guide tubes 27 [[. . .]] into the valve chamber 25, and the respective exhaust valves 26 [[. . .]] are biased in the valve closing direction by valve springs 29 provided between retainers 28 [[. . .]] provided at the upper ends of the respective exhaust valves 26 [[. . .]] and the cylinder head 11.

Please amend the paragraphs spanning page 13, line 27 to page 17, line 28 of the Specification as follows:

First and second camshafts 31, 32 having axes which are parallel with each other along the cylinder arrangement direction 16 are rotatably supported at positions spaced apart from one another in the cylinder arrangement direction 16 by pluralities of first and second bearing portions 33A, 33 [[. . .]] and 34A, 34 [[. . .]], respectively, which are provided on the cylinder head 11 for the respective camshafts, and the first bearing

portions 33A, 33 [1. . .] and the second bearing portions 34A, 34 [1. . .] are made up of a lower cam holder 35 fastened to the cylinder head 11 and pluralities of exhaust-side and inlet-side upper cam holders 36 [1. . .] and 37 [1. . .] which are fastened to the lower cam holder 35, the upper cam holders 36 [1. . .], 37 [1. . .] being fastened to the cylinder head 11 together with the lower cam holder 35 with a plurality of bolts 38, [1. . .]

Referring to Fig. 3, as well, the lower cam holder 35 is such as to be formed into an integrated frame construction having as integral constituent components thereof a pair of outer longitudinal frame members 35a, 35b which extend along the cylinder arrangement direction 16 and a pair of inner longitudinal frame members 35c, 35d which are disposed inwardly of the outer longitudinal frame members 35a, 35b, respectively, and which extend in the cylinder arrangement direction 16. Five lower bearing portions 35d [1. . .] adapted for bearing a lower-half portion of the first camshaft 31 are provided between the outer longitudinal frame member 35a and the inner longitudinal frame member 35c which are situated on a side of the cylinder head 11 where the respective exhaust valves 26 [1. . .] are disposed in such a manner as to hold the respective cylinders C1 to C4 from both sides thereof, and the upper cam holders 36 [1. . .] on the exhaust side are fastened to the lower cam holder 35 in such a manner as to constitute the first bearing portions 33a, 33 [1. . .] in cooperation with the lower bearing portions 35d, [1. . .] In addition, five lower bearing portions 35e [1. . .] adapted for bearing a lower-half portion of the second camshaft 32 are provided between the outer longitudinal frame member 35b and the inner longitudinal frame member 35d which are situated on a side of the cylinder head 11 where the respective

inlet valves 20 [[. . .]] are disposed in such a manner as to hold the respective cylinders C1 to C4 from both sides thereof, and the upper cam holders 37 [[. . .]] on the inlet side are fastened to the lower cam holder 35 in such a manner as to constitute the second bearing portions 34A, 34 [[. . .]] in cooperation the lower bearing portions 35e<sub>2</sub> [[. . .]]

The outer longitudinal frame member 35a and the inner longitudinal frame member 35c which are situated on the side where the respective exhaust valves 26 [[. . .]] are disposed are interconnected by partition walls 35f [[. . .]] between the plurality of first bearing portions 33A, 33 [[. . .]], whereas the outer longitudinal frame member 35b and the inner longitudinal frame member 35d which are situated on the side where the inlet valves 20 [[. . .]] are disposed are interconnected by partition walls 35g [[. . .]] between the plurality of second bearing portions 34A, 34<sub>2</sub> [[. . .]]

Exhaust-side rocker arms 40 which are pivot supported on the cylinder head 11 via hydraulic tappets 42 at one ends thereof so as to rock within planes intersecting at right angles with an axis of the first camshaft 31 are disposed between the first bearing portions 33A, 33 [[. . .]] and the partition walls 35f [[. . .]] which are all situated on the side where the respective exhaust valves 26 [[. . .]] are disposed, and the other ends of the respective exhaust-side rocker arms 40 are brought into abutment with the upper ends of the respective exhaust valves 26 [[. . .]], whereby the exhaust-side rocker arms 40 are interlocked and connected with the respective exhaust valves 26<sub>2</sub> [[. . .]] In addition, inlet-side rocker arms 41 which are pivot supported on the cylinder head 11 via hydraulic tappets 43 at one ends thereof so as to rock within planes intersecting at right angles with an axis of the second camshaft 32 are disposed between the second

bearing portions 34A, 34 [[. . .]] and the partition walls 35g [[. . .]] which are all situated on the side where the respective inlet valves 20 [[. . .]] are disposed, and the other ends of the respective inlet-side rocker arms 41 are brought into abutment with the upper ends of the respective inlet valves 20 [[. . .]], whereby the inlet-side rocker arms 41 are interlocked and connected with the respective inlet valves 20\_ [[. . .]]

Referring to Fig. 4, as well, projections 46 [[. . .]] which project toward the inlet-side rocker arms 41 are provided, respectively, on the second bearing portions 34A, 34 [[. . .]] and the partition walls 35g [[. . .]] which are all situated on the side of the cylinder head 11 where the respective inlet valves 20 [[. . .]] are disposed, and the inlet-side rocker arms 41 [[. . .]] are prevented from falling down by being held by the projections 46 [[. . .]] so provided. In addition, projections 46 [[. . .]] which project toward the exhaust-side rocker arms 40 are also provided, respectively, on the first bearing portions 33A, 33 [[. . .]] and the partition walls 35f [[. . .]] which are all situated on the side of the cylinder head 11 where the respective exhaust valves 26 [[. . .]] are disposed, and the exhaust-side rocker arms 40 [[. . .]] are prevented from falling down by being held by the projections 46 [[. . .]] so provided.

A roller 48 is rotatably supported at a middle portion of the respective exhaust-side rocker arms 40 [[. . .]] via a supporting shaft 47 having an axis which is parallel with the first camshaft 31, and a roller 50 is rotatably supported at a middle portion of the respective inlet-side rocker arms 41 via a supporting shaft 49 having an axis which is parallel with the second camshaft 32. The rollers 48 [[. . .]], 50 [[. . .]] are brought into rolling contact, respectively, with valve actuating cams 31a [[. . .]], 32a [[. . .]] which are

provided on the first and second camshafts 31, 32, respectively.

A first driven gear 52 which is a helical gear is provided on the second camshaft 32 at a portion thereof which protrudes from the one endmost second bearing portion 34A of the plurality of second bearing portions 34A, 34 [[. . .]] which is disposed on the cylinder head 11 at a portion corresponding to an endmost portion of the one end of the second camshaft 32 along the cylinder arrangement direction 16, the first driven gear 52 functioning as a second rotational wheel, and fixed to the first camshaft 31 at a portion thereof which protrudes from the one endmost first bearing portion 33A of the plurality of first bearing portions 33A, 33 [[. . .]] which is disposed on the cylinder head 11 at a portion corresponding to an endmost portion of the one end of the first camshaft 31 along the cylinder arrangement direction 16 are a first drive gear 51, which is a helical gear adapted for meshing with the first driven gear 52 and which has a cylindrical protruding portion 58a which protrudes further towards the one endmost first bearing portion 33A than a meshing portion where the first drive gear 51 meshes with the first driven gear 52 and a sprocket 53 which is disposed on an opposite side to the one endmost first bearing portion 33A with respect to the first drive gear 51 and around which a timing chain or a cam chain 54 is wound.

Please amend the paragraph on page 20, lines 4-12 of the Specification as follows:

Furthermore, a side of the one endmost first bearing portion 33A which faces the first drive gear 51 is disposed more inwardly in the axial direction of the first camshaft 31 than a pair of boss portions 65, 65 which are provided on the one endmost first

bearing portion 33A for allowing among the plurality of bolts 38 [[. . .]] used to fasten the lower cam holder 35 and the upper cam holders 36 [[. . .]] to the cylinder head 11 the bolts 38 located at a portion corresponding to the one endmost first bearing portion 33A to pass therethrough.

Please amend the paragraph bridging pages 22-23 of the Specification as follows:

Next, the function of the embodiment will be described. The first driven gear 52 is provided on the second camshaft 32 at the portion thereof which protrudes from the one endmost second bearing portion 34A disposed on the cylinder head 11 at the portion corresponding to the endmost portion of the one end of the second camshaft 32 along the cylinder arrangement direction 16 of the plurality of second bearing portions 34A, 34 [[. . .]] which are provided on the cylinder head 11 at the positions spaced apart from one another along the cylinder arrangement direction 16 for the second camshaft 32, and fixed to the first camshaft 31 at the portion thereof which protrudes from the one endmost first bearing portion 33A disposed on the cylinder head 11 at the portion corresponding to the endmost portion of the one end of the first camshaft 31 along the cylinder arrangement direction 16 of the plurality of first bearing portions 33A, 33 [[. . .]] which are provided on the cylinder head 11 at the positions spaced apart from one another along the cylinder arrangement direction 16 for the first camshaft 31 is the first drive gear 51 which meshes with the first driven gear 52 and which has the cylindrical protruding portion 58a which protrudes further towards the one endmost first bearing portion 33A than the meshing portion where the first drive gear 51 meshes with the first

driven gear 52, the one endmost first bearing portion 33A being disposed so as to be offset in the direction in which the same bearing portion goes away from the first drive gear 51 relative to the one endmost second bearing portion 34A.

Please amend the paragraph on page 24, lines 2-13 of the Specification as follows:

Moreover, the sprocket 53 from which the power from the crankshaft is inputted is fixed to the first camshaft 31 on the opposite side to the one endmost first bearing portion 33A with respect to the first drive gear 51, and by allowing the sprocket 53 to approach the cylinder head 11, the engine can be made more compact in size in the direction directed along the axes of the two camshafts 31, 32. In addition, the torque fluctuation in the second camshaft 32 can be suppressed by allowing the first driven gear 52 provided on the inlet valve 20 **[[. . .]]** side second camshaft 32 into which the power from the crankshaft is not inputted directly to approach the one endmost second bearing portion 34A.

Please amend the paragraphs spanning page 25, line 16 to page 26, line 24 of the Specification as follows:

In addition, the plurality of exhaust-side and inlet-side rocker arms 40 **[[. . .]]**, 41 **[[. . .]]** which are pivot supported at the one ends thereof in such a manner as to rock within the planes which intersect at right angles with the axes of the first and second camshafts 31, 32 are interlocked and connected with the exhaust valves 26 **[[. . .]]** and the inlet valves 20 **[[. . .]]** at the other ends thereof. Furthermore, the respective first and second bearing portions 33A, 33 **[[. . .]]**, 34A, 34 **[[. . .]]** are made up of the lower

cam holder 35 having the projections 46 [[. . .]] which are disposed on the sides of the exhaust-side and inlet-side rocker arms 40 [[. . .]], 41 [[. . .]] to prevent the respective rocker arms 40 [[. . .]], 41 [[. . .]] from falling down and the plurality of exhaust-side and inlet-side upper cam holders 36 [[. . .]], 37 [[. . .]] which are all fastened to the lower cam holder 35. Moreover, the space between the exhaust-side rocker arm 40 adjacent to the one endmost first bearing portion 33A and the one endmost first bearing portion 33A is set to be narrower than the space between the inlet-side rocker arm 41 adjacent to the one endmost second bearing portion 34A and the one endmost second bearing portion 34A. Due to these, by allowing the one endmost first bearing portion 33A to approach the exhaust-side rocker arm 40, the protruding amount of the projection 46 provided on the lower cam holder 35 at the portion corresponding to the one endmost first bearing portion 33A can be made small, whereby an attempt to reduce the weight of the lower cam holder 35 and hence the weight of the engine can be attained.

Furthermore, since the side of the one endmost first bearing portion 33A which faces the first drive gear 51 is disposed more inwardly in the axial direction of the first camshaft 31 than the pair of boss portions 65, 65 which are provided on the one endmost first bearing portion 33A for allowing, among the plurality of bolts 38 [[. . .]] used to fasten the lower cam holder 35 and the exhaust-side upper cam holders 36 [[. . .]] to the cylinder head 11, the bolts 38 located at the portion corresponding to the one endmost first bearing portion 33A to pass therethrough, the offset amount of the one endmost first bearing portion 33A relative to the one endmost second bearing portion 34A is made relatively large, thereby making it possible to make the engine more



compact in size.

Please amend the paragraph bridging pages 28-29 of the Specification as follows:

Furthermore, the first drive gear and the first driven gear 52 which are provided at the one end portions of the first and second camshafts 31, 32 so as to mesh with each other are helical gears. The ~~trust~~ thrust generated in the first camshaft 31 by virtue of the mesh engagement of the first drive gear 51 and the first driven gear 52 and the thrust generated in the first camshaft 31 by virtue of the mesh engagement of the second drive gear 68 and the second driven gear 69 which are both helical gears are set to be exerted in the opposite directions to each other, thereby making it possible to enhance the durability of the first drive gear 51 and the first driven gear 52 which are provided at the one end portions of the first and second camshafts 31, 32 and the second drive gear 68 and the second driven gear 69 which are used to drive the high-pressure fuel pump 70.